

## "Y" FIVE READY TO BATTLE UNION

Good Basketball Game Billed for Saturday Night at "Y" Gymnasium.

Basketball lovers are promised another feast of good court sport Saturday night, when the Y. M. C. A. five will clash with the Union five in the gymnasium. The Jackdaws have been playing a jam-up game of basketball all season and are said to be strong in every position. They will come to Memphis Saturday afternoon at 3:30 o'clock, and will return at midnight.

The Y. M. C. A. will put a strong lineup on the floor, consisting of Walden, McCormick and Crutcher, forwards; Blackburn, center; O'Connell, Perry and Reams, guards. This team has just started working smoothly and team work has been perfected to such a degree that the "Y" basketballers are expected to administer a licking to the Union team.

Jackdaws' entry will be well able to take care of itself, according to information from the Madison county team. The Jackdaws are the captain and the captain's forward position. He is said to be one of the hardest men to handle in the entire team. He is a good shooter of ability, and makes difficult shots look easy.

Muse Another Veteran.

Muse is another veteran on the Union team, occupying the position of guard. Parnell is the other guard, and has been on the team for two years. The new men are McKinney at forward and McMinn at center.

Leslie Walden, who has recently returned from army service, will join the Y. M. C. A. team and will appear in the lineup tomorrow night. He formerly started on the Orange and White team at the University of Tennessee.

The teams will probably start with the following lineup:

Y. M. C. A. Position Union.  
Walden Forward O'Connell  
McCormick Forward McMinn  
Blackburn Center McMinn  
O'Connell Guard Parnell  
Perry Guard Parnell  
Reams Guard Parnell  
Clancy will referee. Tatum and Hurt are two Jackson substitutes. The game will begin at 8:15 promptly.

## COUNTY BASKET BALL LEAGUE

Last Night's Results.

Whitehaven 21, Neshoba 10.  
Capitola 24, Collierville 6.

Standing of Teams.

Whitehaven 21, Neshoba 10.  
Capitola 24, Collierville 6.

## CITY BASKETBALL LEAGUE

Last Night's Results.

Tennessee Dandies 23, Y. M. C. A. 20.

Standing of Teams.

Tenn. Dandies 23, Y. M. C. A. 20.  
Central High School 0, 1, 1, 000.

## CARDINALS MAY BE SOLD

ST. LOUIS, Jan. 24.—At a meeting of the directors of the St. Louis National league club Saturday a decision was made as to offering the club for sale at auction. Branch Rickey, president of the club, announced today that he had no personal opinion as to whether the club would be sold.

## PUTZEL

Saturday Special

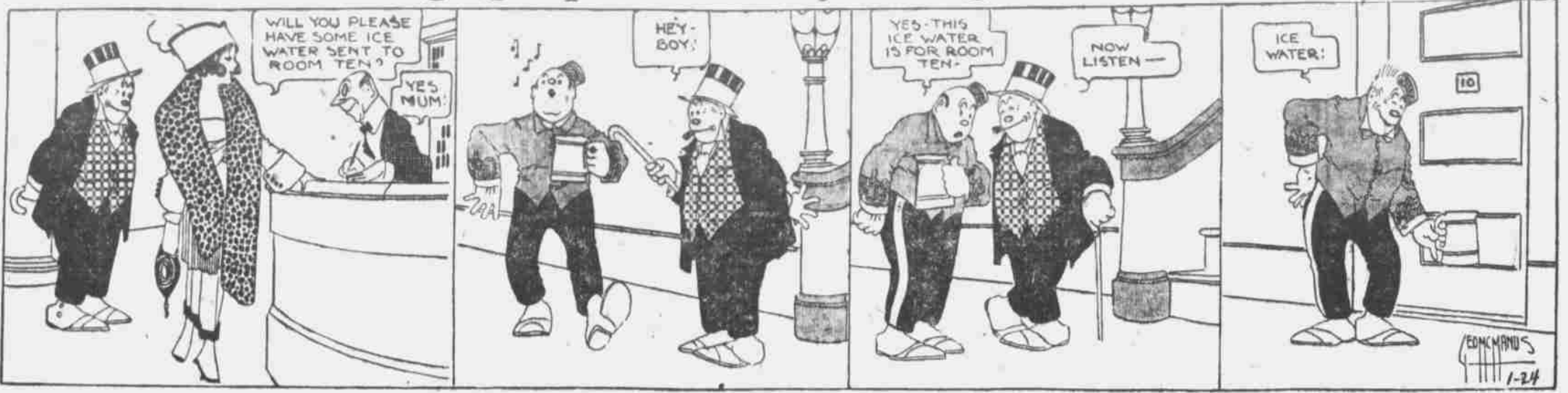
SILK STRIPED MADRAS SHIRTS

Beautiful New Patterns, Regular \$4.00 Values, Saturday.

**\$3.00**

PEABODY HOTEL BLDG.

## Bringing Up Father—By George McManus



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## War Tax to Be Effective on All 1919 Baseball Tickets

Prices That Prevailed During World War Again on Deck Owing to War Revenue.

BY BOB PIQUE.

END AN EAR TO THIS doleful news.

Uncle Sam is going to tax all baseball fans again this season as he did during the war.

The war tax will still have with us, owing to the fact that the nation still needs a goodly amount of money, and all amusements are going to continue to turn over a portion of their receipts to help the government machinery in its work.

It might have been worse—and it came near to being worse. The house and senate in Washington at first decided to raise the rate from 10 to 20 per cent, but then went over from all sections of the country an appeal to the nation's fathers to let things remain as they were last summer, and after considering the matter, it was decided to let the 10 per cent tax remain in force.

Admission to Southern league ball parks last season, plus the well known war tax, amounted to 30 cents for the bleachers, the son got being obliged to dig up an extra 10 to enjoy a ball game.

For the grandstand the elite came through with 55 cents, which was extra nickel, the former price before the ex-kicker was an X being an even half dollar. There was no tax on the box seats, the clubs receiving all they took in on the best "squats."

Fans Willingly Paid.

There was no kick on the war tax last season, the fans realizing that they were lucky to have any baseball at all.

## In the Morning's Mail

Friend Bob:

Just a few lines to let you know what we are doing. I read your article in Monday's paper regarding Puryear and Moore, and assure you that same is appreciated and that we are always willing to box in Memphis.

I had Earl matched with Moore at Baltimore Jan. 23, 12 rounds, but same has been set back, probably until Feb. 6. Earl boxed Johnny Ritchie at Omaha Jan. 20, 10 rounds.

I guess everyone realizes the kind of bout Moore and Puryear put up, and he is a boy that will always give them a run for their money. He has been at Camp Punton for the past eight months and his army life has done wonders for him and he is now ready to start the winter at his best.

Hoping to have the pleasure of a visit in the near future, am sincerely yours,

EDDIE LONG, Manager Earl Puryear.

## CUBS TO PASADENA

CHICAGO, Jan. 24.—Definite announcement was made last night that the Chicago club of the National league will leave for Pasadena, Cal. The players will leave here March 20.

## TO REVIVE REGATTA

LONDON, Jan. 24. (via Montreal).—The Henley Regatta will be revived this year. The program will include races open to all services representing the dominions and the allies.

## DAVE FULTZ JOINS THE BASEBALL MOGULS; BECOMES PRESIDENT OF INTERNATIONAL LEAGUE

Lieut. David L. Fultz, former president of the Baseball Players' fraternity, and more recently an officer in the aviation section of the United States army, has joined the ranks of the baseball moguls. He was elected president of the new International league at an adjourned meeting of that organization recently for a one-year term.

Lieut. Fultz succeeds John H. Farrell, of Auburn, N. Y., secretary of the National Association of Minor League Clubs, who resigned the position at the annual meeting last December on the ground that his other duties would not permit him to do so.

Mr. Farrell was elected one year ago, when the new International league was organized following the disruption of the International league, of which Ed Barrow, now manager of the Boston Red Sox, was president for a number of years. Barrow resigned when his salary was cut from \$7,500 to \$2,500, and the league disbanded a few days later.

The salary to be paid Lieut. Fultz was not announced.

Johnny Evers, one of the greatest second basemen of all time, who was recently returned from France, where he had charge of baseball for the Knights of Columbus, was considered for the position as president. His name was suggested by F. S. Hendrick, of the Birmingham club.

Discussing the qualifications of the two men, seemed to be that, owing to the work of reconstruction, which faces the league, Lieut. Fultz, with his war training, would be more valuable, and so the latter finally was elected by unanimous approval of those present.

If decline has gone far enough pending, however, on action of corn.

New York.—The position shows little change. Narrow markets may be expected for the present, but there is so much uncertainty, especially as to the position on the long side seems the more reasonable to adopt.

Chicago.—Reports of corn wanted for export were unimportant. Only small amounts are desired. Michaels says big crops are being raised, and that the crop is enormous. Several million short corn are being raised in the United States.

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New York.—No change in cotton. In this backwash this morning, also good demand for October strengthen market.

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New York.—Offerings somewhat smaller. Kiefer good buyer. New Orleans—Reports of corn wanted for export were unimportant. Only small amounts are desired.

New York.—Do not think the decline over, but the decline is a good thing. There is good trade buying, but not so much running bid campaigns at these prices.

New York.—Since opening outside selling of distressed cotton with spinners buying slowly.—Hubbard to Reese.

New Orleans.—New York reports more business being done in cotton recovery. Paris, Tex. Farmers fear they will be unable to start planting before March, owing to continued rain.—Shepard & Gluck.

New Orleans.—Liquidation seems about over and shorts are beginning to think about taking profits over the week-end. Technically, the situation is strong. Support is not sustained, however.—Shepard & Gluck.

New Orleans.—The Pacific coast clears 30,365 bales of cotton for Japan today. Foreign exports from all ports this day last year amounted to 27,751 bales.

New Orleans.—New York telegrams are more bullish in tone, some of them declaring the worst of the decline is over. Mitchell is reported to have bought 40,000 bales of October around noon. On Feb. 1, he will have about 10,000 bales, which will make this the largest of the season thus far on the score of shipments.—Shepard & Gluck.

New York.—Very little speculative or trade demand and market broke again today. New York—Reports of corn wanted for export were unimportant. Only small amounts are desired.

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## MEMPHIS LEADING SOUTH AS CENTER OF AUTO BUSINESS

(Continued From First Page.)

ton body and push-and-pull steering rod made its venturesome appearance on the market.

When I think of what the public put up with in those days," said a pioneer in the local automobile business, "I marvel. The owner of a machine would work all of a Sunday morning getting his machine in shape for three-quarters of an hour ride in the afternoon, if he was lucky, and considered himself fortunate. In those days he was three-quarters of an hour ride, without a breakdown, was indeed a record, and if one got by without causing more than half a dozen runarounds the 20-mile an hour spin around the city's streets proved immense.

Strange it may seem, the automobile industry unquestionably was the direct outgrowth of the bicycle, for manufacture of the latter furnished to production of the auto two vitally important and fundamental requisites—durability and pneumatic tires.

For years, however, two apparently insurmountable obstacles all but baffled automobile engineers, the problems of carburetion and lubrication. With the building of gas motors and their portability, and with the development of the sea engine's efficiency came its increase in power. And what the bicycle business has been to the automobile the automobile has been to the flying machine. One was but a stepping stone for the other.

But the growth of the automobile business in Memphis, including not only pleasure cars, but trucks and auto-cabriolets, was not entirely due to the business acumen of local agents. While Memphis does an annual auto business, all lines considered, of nearly \$20,000,000, the city's enviable transportation facilities and freight rates are largely responsible. Memphis dealers serve a territory within a radius of from 175 to 200 miles. In addition to points within this territory is, for the most part, confined to shipment overland, and the cost of shipping is affected.

There are about 32 automobile concerns in Memphis. Last year one of these alone sold 3,200 cars. At an average of but 100 cars per dealer, a low average, the saving in freight rates alone on these machines totaled approximately half a million dollars on the basis of \$15 per car.

Here is an example: Freight rates local dealers can ship a car from Detroit or Toledo to Memphis and re-ship it to a purchaser at Fulton, Ky., 125 miles nearer the point of origin, for \$16 less than the same machine can be shipped to Fulton direct from the factory. It is any wonder, then, that 38 per cent of the automobiles sold in the local territory—the 200-mile radius—are shipped to Memphis?

Viewed strictly from a business standpoint, there must be some sound reason for the establishment here of so many branch houses. With the manufacturer it is a cold business proposition and when the manufacturer puts a branch in Memphis he does so with one purpose in view—clearer service with his trade at a minimum of expense.

Property Improved.

Where figures tell their story convincingly, proof of the tremendous growth of the automobile industry locally is far from being confined to paper and pencil. Clear evidence is easily apparent. Look what the business has done in the way of property improvements and you have your answer. Monroe avenue, for example, for a distance of five blocks east from second street is one lone automobile row. There are, to be exact, 69 buildings in this district alone occupied by automobile concerns of one nature or another. Many of the buildings that have been erected within the last few years to accommodate the rapid expansion of these commercial enterprises are of the most modern, permanent type. They are fixtures in the business district, indexes to future additional expansion.

As one dealer puts it, "The business is still in its infancy. What it is now is insignificant to what it will be 10 years hence. The manufacturer knows it, the dealer recognizes it."

Transport Arrives.

NEW YORK, Jan. 24.—The transport Calumet arrived today from Bordeaux with 1,474 naval officers and men from the U. S. naval station at Pauillac, France, 26 casual army officers and four civilians.

Freight Rates Aid.

But the growth of the automobile business in Memphis, including not only pleasure cars, but trucks and auto-cabriolets, was not entirely due to the business acumen of local agents. While Memphis does an annual auto business, all lines considered, of nearly \$20,000,000, the city's enviable transportation facilities and freight rates are largely responsible. Memphis dealers serve a territory within a radius of from 175 to 200 miles. In addition to points within this territory is, for the most part, confined to shipment overland, and the cost of shipping is affected.

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## MISCELLANEOUS

KANSAS CITY, Jan. 24.—Butter 38 lower; creamery 34; eggs, 32; second, 30; packing, 28; 27; 26; 25; 24; 23; 22; 21; 20; 19; 18; 17; 16; 15; 14; 13; 12; 11; 10; 9; 8; 7; 6; 5; 4; 3; 2; 1; 0; -1; -2; -3; -4; -5; -6; -7; -8; -9; -10; -11; -12; -13; -14; -15; -16; -17; -18; -19; -20; -21; -22; -23; -24; -25; -26; -27; -28; -29; -30; -31; -32; -33; -34; -35; -36; -37; -38; -39; -40; -41; -42; -43; -44; -45; -46; -47; -48; -49; -50; -51; -52; -53; -54; -55; -56; -57; -58; -59; -60; -61; -62; -63; -64; -65; -66; -67; -68; -69; -70; -71; -72; -73; -74; -75; -76; -77; -78; -79; -80; -81; -82; -83; -84; -85; -86; -87; -88; -89; -90; -91; -92; -93; -94; -95; -96; -97; -98; -99; -100; -101; -102; -103; -104; -105; -106; -107; -108; -109; -110; -111; -112; -113; -114; -115; -116; -117; -118; -119; -120; -121; -122; -123; -124; -125; -126; -127; -128; -129; -130; -131; -132; -133; -134; -135; -136; -137; -138; -139; -140; -141; -142; -143; -144; -145; -146; -147; -148; -149; -150; -151; -152; -153; -154; -155; -156; -157; -158; -159; -160; -161; -162; -163; -164; -165; -166; -167; -168; -169; -170; -171; -172; -173; -174; -175; -176; -177; -178; -179; -180; -181; -182; -183; -184; -185; -186; -187; -188; -189; -190; -191; -192; -193; -194; -195; -196; -197; -198; -199; -200; -201; -202; -203; -204; -205; -206; -207; -208; -209; -210; -211; -212; -213; -214; -215; -216; -217; -218; -219; -220; -221; -222; -223; -224; -225; -226; -227; -228; -229; -230; -231; -232; -233; -234; -235; -236; -237; -238; -239; -240; -241; -242; -243; -244; -245; -246; -247; -248; -249; -250; -251; -252; -253; -254; -255; -256; -257; -258; -259; -260; -261; -262; -263; -264; -265; -266; -267; -268; -269; -270; -271; -272; -273; -274; -275; -276; -277; -278; -279; -280; -281; -282; -283; -284; -285; -286; -287; -288; -289; -290; -291; -292; -293; -294; -295; -296; -297; -298; -299; -300; -301; -302; -303; -304; -305; -306; -307; -308; -309; -310; -311; -312; -313; -314; -315; -316; -317; -318; -319; -320; -321; -322; -323; -324; -325; -326; -327; -328; -329; -330; -331; -332; -333; -334; -335; -336; -337; -338; -339; -340; -341; -342; -343; -344; -345; -346; -347; -348; -349; -350; -351; -352; -353; -354; -355; -356; -357; -358; -359; -360; -361; -362; -363; -364; -365; -366; -367; -368; -369; -370; -371; -372; -373; -374; -375; -376; -377; -378; -379; -380; -381; -382; -383; -384; -385; -386; -387; -388; -389; -390; -391; -392; -393; -394; -395; -396; -397; -398; -399; -400; -401; -402; -403; -404; -405; -406; -407; -408; -409; -410; -411; -412; -413; -414; -415; -416; -417; -418; -419; -420; -421; -422; -423; -424; -425; -426; -427; -428; -429; -430; -431; -432; -433; -434; -435; -436; -437; -438; -439; -440; -441; -442; -443; -444; -445; -446; -447; -448; -449; -450; -451; -452; -453; -454; -455; -456; -457; -458; -459; -460; -461; -462; -463; -464; -465; -466; -467; -468; -469; -470; -471; -472; -473; -474; -475; -476; -477; -478; -479; -480; -481; -482; -483; -484; -485; -486; -487; -488; -489; -490; -491; -492; -493; -494; -495; -496; -497; -498; -499; -500; -501; -502; -503; -504; -505; -506; -507; -508; -509; -510; -511; -512; -513; -514; -515; -516; -517; -518; -519; -520; -521; -522; -523; -524; -525; -526; -527; -528; -529; -530; -531; -532; -533; -534; -535; -536; -537; -538; -539; -540; -541; -542; -543; -544; -545; -546; -547; -548; -549; -550; -551; -552; -553; -554; -555; -556; -557; -558; -559; -560; -561; -562; -563; -564; -565; -566; -567; -568; -569; -570; -571; -572; -573; -574; -575; -576; -577; -578; -579; -580; -581; -582; -583; -584; -585; -586; -587; -588; -589; -590; -591; -592; -593; -594; -595; -596; -597; -598